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Only communications relating to the news columns
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Correspondents must forward their names and
address with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymously signed communications that have
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The Daily Press.

HONGKONG, August 30th, 1900

At the present period of the Chinese crisis it is interesting to read certain remarks on the future of China made by M. PIERRE LEROY-BEAULIEU in an excellent little volume entitled *La Renovation de l'Asie*, recently published in Paris. M. LEROY-BEAULIEU is an exceptionally clear-sighted and impartial observer of Asiatic affairs and his book may be read with profit by all interested in the Far Eastern question. The part of it to which we wish to draw particular attention is the final chapter, in which he discusses the possibility of a division of the Empire. We must be pardoned if we make a rather long extract from the author's remarks on this subject. "Are we destined," he asks, "soon to see a dismemberment of the 'Middle Empire'? No one at heart really desires this. The division of this heritage over which at least five or six heirs are watching will not easily be accomplished 'by friendly arrangement, and the law-suits of nations are decided by artillery. For twenty-five years continental Europe has trembled at the idea of a war. What wonder that the whole world shrinks before the war caused by the break-up of China, which would be far more terrible, would indeed be universal, for Great Britain, Japan, and the United States would participate as well as the continental Powers? Even granting that it is possible to settle the whole matter peacefully, what country feels ready to govern eight or a hundred million Chinese? It may be said that it is enough not to govern them overmuch. But is not this precisely the most difficult task for an

European administration, whose policy is always to pay close attention to the details and to act by rules? To-day if there are in some corner of China a few hands of brigands, scarcely any attention is paid to them; but when such a corner becomes an European colony, the rulers will desire to re-establish order, and in so doing may perhaps provoke an insurrection. The introduction of our European methods cannot but disturb a number of old customs, shock many of the traditions to which the Celestials are so firmly attached." M. LEROY-BEAULIEU points to the fact required in the government of Hongkong and Singapore, and the serious troubles in connection with the French Settlement at Shanghai, and continues: "In a larger area the prolonged difficulties felt in pacifying countries imbued with Chinese civilisation, as by the English in Burma, the French in Tonkin, the Japanese in Formosa, show against what obstacles each foreign nation will run in its slice of China."

The author's point of view, though not a new one, is the only sound one, and nothing can be lost by a reiteration of such arguments as he advances at the present time, when it is to be feared that there are many waverers from the policy of non-partition in England. As M. LEROY-BEAULIEU says, the Powers recoil before the consequences of a partition, but they fear that if they do not hasten to appropriate what they wish for themselves some swifter rival will mark out for itself the lion's share. This is the possible explanation of the Japanese action at Amoy. It is not so much that any one nation wishes to cut up China at once (unless it be Russia, and she is not yet ready, with the Trans-Siberian line incomplete), but none wish to be left out when the cutting up takes place, if it must. All the more necessary, therefore, is it for those who see the inevitable ill results to come from a dismemberment of China to be firm. If Japan has been frightened into deserting the "open door" party (which we are loth to believe), still more it is incumbent on Great Britain to maintain her position. The United States have the same interest as ourselves in supporting this policy, but in election time the States are proverbially uncertain. Russia and therefore, of course, France are ranged on the other side. Italy and Austria are bound by the Triple Alliance to Germany, and Germany's action is very problematical. Commercially Germany's interests point in the same direction as those of all trading nations, but it is well known that Germany's political attitude toward Russia has been growing recently more and more friendly. In event of a decided split between the Powers it is not easy to predict what Germany's action would be. The desire to avoid European complications would weigh very heavily with the German Emperor. The position is very delicate, and the state of affairs has made many regret that it was considered necessary to land the Indian troops at Shanghai, a step which has led to considerable misconception. Since, however, the authorities, with the lesson of Tientsin before them, decided after long deliberation that the step was necessary, it must be admitted that they erred, if error there were, in the right direction. Unfortunately at the present time motives are bound to be misconstrued, and fears are too frequently taken for realities. With foresight, good faith, and patience only, on the part of the rulers of the Powers, can the present crisis be handled to the honour of all.

During the 24 hours preceding noon yesterday one fresh plague case was reported, and one death.

Admiral Goessler and the principal officers of the German squadron now in the harbour paid their official calls yesterday morning on H. E. the Governor and on H. E. Major-General Gascoigne.

The prisoner who escaped from the detention room at the Magistracy on Tuesday was recaptured at Wanchai yesterday morning. P. C. Rutledge was brought before Mr. Hazeland for allowing the men to escape from his custody and was discharged with a caution.

Kwok Li was yesterday sentenced to 12 months' hard labour for returning from banishment. He was banished on the 11th April last. The man is an old offender, these being against him three charges of returning from banishment and three of larceny.

Tsang Wo Sang, tallyman, appeared at the Magistracy yesterday to answer a charge of being drunk and incapable. A Chinese constable found him rolling in the gutter at West Point on Tuesday night in a helpless state of intoxication, singing snatches of English music hall songs, such as "Let 'em all come," etc. He was taken to No. 7 Police Station, and was yesterday fined \$3, or 14 days.

For being in possession of a dagger without a permit a Chinaman was yesterday fined \$250, or three months. It appears that on Tuesday night he went to a brothel at No. 29, Temple Street, Hungnam, where a girl who formerly lived with him was staying. He had been after her to the house several times and threatened to murder her unless she returned to him, and on his going again on Tuesday night the police were sent for.

Further large amounts of stores are being got ready for despatch from England for the use of the increased China Squadron.

A number of Portuguese officials at Delagoa Bay have been dismissed for assisting the smuggling of corned beef, contraband of war, for the Transvaal.

Mr. A. H. Reid, who left Manila for China as Chinese interpreter to Colonel Daggot, in a letter written to a friend in Manila says that the American troops (the 9th Infantry) captured \$800,000 in silver from the Tientsin mint.

The *Glengyle*, freightship, is bringing to Hongkong four 40ft. steam pinnaces armed with 12-pounder q.f. guns for river work in China, several field mountings for naval guns, and large quantities of spare gun gear.

The new torpedo-boat destroyer *Viper* last month did the voyage to Portsmouth from Newcastle in the record time of twenty-four hours. During her recent trials on the Tyne the *Viper* worked up from a speed of 14 knots to 35.585 knots in 20 minutes.

The Directors of the Welcome Mining Company, Limited, have received the following telegram from the Mines:—White Reef, at the bottom of the shaft, have struck very rich ore and expect it to continue; samples from this assayed 7 ozs. 19 dwts per ton.

The officers and men, to the number of 3,000, of the Oxford, Border, Wiltshire, and Shropshire Militias, last month undergoing musketry drill at Kilworth, co. Cork, have volunteered for service in China. Three more Militia Regiments at Aldershot have volunteered to a man for service in China.

The following movements of troops were announced at the end of July to take place at Dover:—No. 39 Company R.A. to be sent to China, and the 5th Battalion Middlesex Regiment, and the 4th Artillery to be sent to the Mediterranean garrisons, to relieve troops for China or South Africa.

Mr. Kenneth Ingles, a New Zealand student at Edinburgh University, has won two considerable scholarships at that seat of learning. He has been awarded the China scholarship of £100 per annum, tenable for eight years, and the Natural Science scholarship of £76 per annum, tenable for 10 years.

According to the careful estimate of Baron Richtofen, the famous geologist (as quoted by a writer in the *North American Review*) the whole world with coal at the present rate of consumption for 3,000 years. Then, in most cases, beds of iron ore lie in close proximity to those of coal, and can hence be easily worked and smelted.

Mr. C. F. de Carvalho, of the Hongkong and Shanghai Bank, charged the chair coolies of chair No. 49 for refusing to carry him on Sunday last when unemployed. The coolies were brought up on Tuesday before Mr. Hazeland, who fined the defendants \$3, or 14 days' imprisonment. If every aggrieved resident will only take the same pains there will be less abuses of this sort, and the chair, and still more the rickshaw coolies, who are even more troublesome, will not have matters entirely their own way.

A marine hawk who resides in the village of Ma Lee, near Yuamati, at present lies in the hospital suffering from bruises in the leg caused by the explosion of what appears to have been a Nordenfolt cartridge. He picked it up on the beach on Tuesday and taking it home got a hammer with the intention of knocking it to pieces. He was, however, saved the trouble, for he had not given it many blows before it exploded and scattered in all directions at the same time inflicting the injuries mentioned.

A married woman named Lo Yuh, living at No. 43, Gage Street, was arrested on the 27th ult. for assaulting her servant girl, aged 12. The girl had been in her service for about 12 months, the woman having bought her at Canton for \$43. On Monday it is alleged that she beat the girl with a broom across the back, shoulders, and other parts of the body. She was arrested and let out on bail of \$100. Mr. Reeves appeared to defend her on Tuesday, when she was remanded until yesterday afternoon. On her name being called she failed to answer. Accordingly the bail was escheated and a warrant issued for her arrest.

The official trial took place in July of the first-class torpedo-boat *Scylla*, built for the Dutch Government by Messrs. Yarrow and Co., Limited. This torpedo-boat, together with the *Hydra*, constructed by the same firm, will shortly leave for the Dutch East Indies in order to strengthen the Dutch naval force there. The machinery in these torpedo-boats is somewhat special, the engines being completely enclosed and supplied with forced lubrication in connection with various working parts, thereby considerably reducing the attention required on the part of the engine-room staff.

Early yesterday morning Inspector Warnock and a part of police made a raid on No. 7, Gage Lane, off Staunton Street, where it was suspected that gambling went on. On getting inside the house the police found that their suspicions were well founded, for they discovered some 20 men belonging to the coolie class playing at *fan-tan*. The appearance of the police caused a regular stampede. Some of the men escaped by way of the smoke-hole. Fifteen, however, were captured, including one who sprained his ankle while attempting to escape, and who had to be sent to the Hospital. Two of the men were subsequently fined \$100 each, or two months, for keeping a common gaming house; twelve were fined \$5 each, or 14 days, for gambling, and the man who was hurt was discharged.

The Czar has conferred the St. George Cross upon General Linovitch, the Commander-in-Chief of the Russian troops, for the relief of Peking.

It is announced in the *London Gazette* that the Queen has been pleased to approve of Mr. W. Pritchard Morgan as Consul-General for Corea in London.

A telegram dated Washington, July 27th, says that arrangements have been practically completed for the purchase by the United States from Spain of the Sitata and Capayan Islands.

The German *Imperial Gazette* announces that the title of "Councillor of Legation" has been conferred upon Baron von der Goltz, interpreter to the German Legation in China.

Mr. George Jamieson, C.M.G., was to leave England for China on or about August 25, to undertake an important and delicate mission in connection with an Anglo-Chinese company of which he is a director.

The following appointments have been made at the Admiralty:—Fleet Surgeon S. W. Vasey, to the *Centurion*, to date July 20. Staff Surgeon J. McC. Martin, to the *Bretagne*, to date July 20.

Capt. J. M. M. Quinn, C.B., R.N., whose death is reported at the age of 53, entered the navy as a cadet in 1861; he reached the rank of commander in 1885, and after considerable service was promoted to be captain in 1890. He was flag-captain on the China station in the *Imperieuse* from 1892 to 1895, and subsequently captain of the *Charybdis*, in the Channel squadron. He received the Companionship of the Bath in June, 1897, on the occasion of her Majesty's Diamond Jubilee, and only in June was placed on the retired list.

In the House of Commons on the 23rd ult. Sir E. Sassoon asked the Secretary to the Treasury if he would state to the House the composition of the Departmental Committee on the system of cable telegraphs of the Empire, the scope, and the terms of its reference. Mr. Hanbury replied: "The terms of reference are: 'To inquire into the present system of telegraphic communication between different parts of the Empire, and to consider in what respects it requires to be supplemented. To investigate the relations between private cable companies and the Imperial and Colonial Governments (including the Government of India); the amount of control at present exercised by those Governments, and the policy which should be pursued by them in future, especially when new concessions are sought. To examine existing rates; to report how far they are fair and reasonable, and if not how any reduction should be effected.' The Committee will consist of Lord Balfour of Burleigh, the Postmaster-General, the Secretary to the Treasury, the Under Secretaries for India and Colonies, and two members from the Intelligence branch of the Admiralty and the War Office."

His Excellency the Governor of Ceylon has publicly declared that there is no truth in the statements which, he said, had received a world-wide publication that the Home Government were importing into Ceylon from India most luxurious furniture for the Boer prisoners of war there. Sir West Ridgeway added:—"There is no idea of pampering the prisoners of war. They will be treated exactly the same as our own soldiers, and they deserve that treatment. They are brave soldiers who have fought for their country, and therefore they deserve to be treated as soldiers. On the whole they have been generous enemies, and they have treated our prisoners well, and I do not think I have ever heard that any one of our prisoners endured a word of insult during their incarceration at Pretoria. It is said, of course, and I know, that they are not all Boers, and that they comprise Irish-Americans, and Europeans, and very harsh epithets have been applied to these men, but I understand that these Europeans are all men of respectability—that most of them have been employed for some years by the Transvaal Government, and I have the word of officers that their conduct had been such that no officer or man had given the slightest trouble during this long voyage out to this island."

The *Ceylon Times* is highly indignant regarding the banishment of Boer prisoners to Ceylon, and in a recent issue remarks: "So we were right in suspecting that it was the intention of the Military authorities at the Cape to make use of Ceylon as a sort of convenient Botany Bay. Against this we protest most strongly and we feel sure our protest will be effectively supported by the Planters' Association and the Chamber of Commerce. We have quite enough criminals of our own without having the scum of South Africa shot on to our shores." The same journal referring to the prisoners themselves goes on to say: "They comprise men of many nationalities. There are Frenchmen, Swedes, Irish-Americans, Hollanders, Norwegians, etc., among them, but the real and genuine Boer is a *variety*. One of the officers is a Transvaaler, and a grand specimen of the *genus homo*, standing fully 6 ft. 4 in. in height and big in proportion. He was a well-to-do farmer, and has two sons still fighting. C. Van Olt, another officer, is a naturalized Orange Free Stater, and was in charge of one of the Boer Commissaries. The third is named Haversham, a Hollander, who was formerly a railway engineer. The bulk of the prisoners came from Potchefstroom. None of them, except Robertson, who effected his escape from Symons Town camp, but was recaptured, are of any particular interest. Among the officers Dr. Grenier of Dikoya Hospital recognized a class mate of the Edinburgh University.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

DAITOTETI, FORMOSA, 29th August, 11 a.m.

JAPANESE REINFORCEMENTS FOR AMOY.

One battalion of Japanese infantry, one battery of artillery, and one company of engineers, making in all 1,300 men, were despatched to Amoy to-day.

LONDON, 28th August, 7.55 p.m.

SUCCESS OF GENERAL BULLER.

Lord Roberts reports a satisfactory advance and a decided success. General Buller has captured Bergendal, a very strong position.

GENERAL FRENCH'S ADVANCE.

General-French has advanced to Swartkops, preparing the way for General Pole-Carew.

GENERAL BADEN-POWELL.

Gen. Baden-Powell has reached Nylostroom unopposed.

A BOER REPORT.

A Lourenzo Marques rumour states that the Boers at Machadodorp were repulsed with great loss, leaving guns and ammunition.

REUTER'S SERVICE.

LONDON, 27th August.

THE WAR IN SOUTH AFRICA.

The Boer position near Belfast consists of a strong semi-circle of mountains, approachable only through morasses, with a frontage of 25 miles. General Buller's three days' assault made no impression. An artillery duel took place all day on Saturday, when the naval guns frustrated a Boer flanking movement. 3,651 troops start for the Cape within a fortnight.

Lord Roberts has arrived at Belfast, meeting Generals Buller, Pole-Carew and French.

INCREASE OF TAXATION IN RUSSIA.

Russia is increasing the Customs excise to meet the expenditure in China, which is already enormous.

THE CHINA CRISIS—AND GERMANY.

The German Consul at Port Said has handed Field Marshal Count Waldersee important instructions from his Government.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The P. and O. hired transport *Formosa* arrived yesterday from Bombay, bringing 21 British officers, the 14th Sikhs, the 34th Pioneers, a Hospital Corps and followers, amounting in all to 1,358 men.

The Austrian cruisers *Aspern* and *Kaiserin Elisabeth* sailed early yesterday for Shanghai, and were followed by the German cruiser *Tiger*.

The transport *Motiana* returned from Taku yesterday.

AMOY AFFAIRS.

An Amoy correspondent writes to us on the 25th inst, stating that on that day Kulungsu Island was still being patrolled by armed Japanese, and that the previous night they were challenging foreigners. The two Japanese men-of-war, the only warships in port, were under steam. The Chinese were perfectly quiet, and the community is unable to understand the present proceedings. The landing of an armed force, continues our correspondent, can only excite the thickly populated city, and will probably be the cause of a riot and destruction of property.

Another correspondent writes to the same effect and asks why a British, German, or American man-of-war cannot be sent to Amoy. By this time we hope our correspondent is gratified by the arrival of H.M.S. *Lala*.

MISCELLANEOUS.

The strength of the Imperial Service Corps in the 4th Brigade will be as follows:—1st Jodhpur Lancers, 500; Maler Kotla Sappers, 150; Ulwar Rifles, 720; Bikanir Camel Corps (without Camels) 400; or a total of 1,770 of all ranks. As regards the re-armament of this 4th Brigade, 2,635 magazine rifles will be required for the Infantry and Sapper Units. These will be provided by the 37th Dogra, the two Battalions of the 1st Gurkhas, and the 1st Battalion, 5th Gurkhas, to whom will be issued Martini. The 35th Sikhs will thus become the only regiment in the Field Army equipped with 303 rifles.

It is hoped in India that the entire force ordered to China will be shipped before the second week in September, but the shipping programme for the Fourth Brigade has not yet been completed. The original division with the Third Brigade totals as follows:—440 British Officers, 548 Warrant and Non-Commissioned Officers and men 516 native officers and Hospital Assistants, 13,967 non-Commissioned Officers and men, 11,855 followers,

public and private, about 1,150 Jeonadar drivers, etc., 2,520 horses, 1,280 ponies 3,025 mules, 12 field guns and 14 Maxims. Besides the above a number of bullocks for the Siege Train are being sent. The Imperial Service troops with the Fourth Brigade will number about 1,800.

According to the revised arrangements made by the Indian Government regarding the different transports the *Nauab* brings across to China a wing of Native Infantry and Section "C" No. 51 Native Field Hospital; the *Montebasso* conveys 300 Siege Train bullocks, Section "B" No. 69 Native Field Hospital and Postal Establishment to the Field Force, and the *Mohawk* 250 Siege Train bullocks and Section "D" No. 81 Native Field Hospital. The *Pandua* was to leave Bombay on the 22nd, with a wing of Native Infantry, and Section "C" No. 6 Native Field Hospital, and the *Lalpoora* will convey a wing of Native Infantry and Section "D" No. 6 Native Field Hospital, but no date has been fixed for her departure.

A detachment of Mounted Sappers accompanies the Cavalry Brigade to China—30,000 Martini Henry Rifles with bayonets and 500 rounds per rifle were among the stores for Hongkong in the *Motiana*.

The following hospitals have been sent with the troops of the 3rd Brigade:—No. 15, A Section, British Field Hospital; No. 38, "A" and "B" Sections, and the No. 51 and No. 61 Native Field Hospitals. With the 4th Brigade—No. "B" Section 15th British Field Hospital, and Nos. 53 and 58 and half of the No. 62 Native Field Hospitals. The full list of Medical Officers accompanying is not yet settled, says the *Times of India* of the 11th inst.

A Sanitary Department of 150 sweepers and 30 bhatis, and a number of carts and bullocks accompany the Indian Field Force.

Lieuts. Chenevix Trench and Woodhouse, have been ordered by the General Commanding the forces at Bombay to proceed to China with the utmost despatch and join their regiment, the 25th Bombay Infantry.

Colonel Passy, Military Accounts Department, has been posted as Chief Paymaster to the Force and Captain Cowran, Intelligence Department, Army Headquarters, to the Imperial Service Troops.

Besides those officers already published, the following appointments are settled by the Government of India for the China force:—3rd Brigade—The command, General Chenevix Trench, District Deputy Assistant Adjutant-General Captain Nichols, 2nd Punjab Infantry; Deputy Assistant Quartermaster-General, Captain Hamilton; Signalling Officer, Captain Cradock, 35th Dogra; and Commissariat, Captain Williams. Four Medical Officers are with the 3rd Brigade, ten with the General Hospital, and ten with the Field Hospital, but up to the time the last mail left Bombay their names had not been settled.

An order has been received at Woolwich for 50,000 sand-bags to be dispatched to China. They will be filled with sand or earth, and used for the purpose of field fortifications, and for the protection of the Infantry.

The German transport *Bismarck* left Swatow August 10th for China; the *Sardinia* sailed on the 14th, the *Adria* on the 17th, and the *Phenicia* on the 18th August from Swatow, bound North, all with troops and stores for the German forces.

It has been reported that a party of Chinese soldiers after the fall of Tientsin sold to a foreigner 75,400 worth of gold bars for 250 Mexican dollars.

WUCHOW.

[FROM OUR CORRESPONDENT.]

Wuchow, 27th August.

"SANDPIPER" LEAVES WUCHOW.

H. M. gunboat *Sandpiper* left Wuchow for down-river this morning, the 27th inst. There is no foreign gunboat here now.

THE STATE OF THE PORT.

A better feeling of security seems to prevail here now. Imports of foreign goods are beginning again, and the local banks are relaxing the tightness of the money market which has been the order of the day for the past two months. The news of the taking of Peking by the Allies is disbelieved by some and received by all with apathy.

A HITCH IN THE LEKIN SYNDICATE'S WORK.

The last copy of the *Times* to hand contains a statement from its Hongkong correspondent to the effect that the "Pekin" Syndicate have been ordered by Li Hung-chang to pay in \$300,000. This should of course be the *Lekin* Syndicate, and refers to the Syndicate of merchants who were to farm the Kwangtung *Lekin*. There has been some hitch about this affair, and the Syndicate have been given the right to collect the *lekin* at various stations in the province for, it is said, three months, in order that they may recover the amount of bargain money already paid into the official treasury. The effect of this sort must have on trade can perhaps be only too well conceived by the Hongkong merchants, who are to a large extent the sufferers.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will take place to-day, Thursday, 30th August, at 4.15 p.m.

ORDER OF THE DAY.

1.—Proposed Dairy Bye-laws.
G. A. Woodcock,
Acting Secretary.

AGENDA.

- 1.—Papers relative to the closing of the Tung Wah Branch Plague Hospital.
- 2.—Application for the retention of a Trough water closet of five seats at the Military East Block of Married Quarters.
- 3.—Result of the analysis of a sample of milk taken from No. 6, Cochran Street.
- 4.—Letter declining that the restrictions imposed at Canton against vessels arriving from Kanchi are withdrawn.
- 5.—Statement showing Plague cases and deaths in Bombay City, from 3rd July, 1900, to 16th July, 1900.
- 6.—Letter from Her Majesty's Consul, Amoy, relative to Bubonic Plague.
- 7.—Fortnightly lime-washing return.
- 8.—Mortality Returns from Macao for the weeks ended 5th, 12th and 19th August, 1900.
- 9.—Mortality Statistics for this Colony for the weeks ended 11th and 18th August, 1900.
- 10.—Three applications for licences to keep cattle, one to keep goats, and one to keep wine.

LATEST STEAMER MOVEMENT.

The steamer *Bornania* left Singapore on the 28th inst., and is expected to arrive here on the 3rd September.

HONGKONG
BUSINESS DIRECTORY.

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Queen's Road Central.

DENTISTS

WONG HONG,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRAPERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers,
Low Prices, 37, 39, Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter, 67 and 69,
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Furniture, Opposite Post Office, 36,
Queen's Road Central.

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Diamond Merchants and Watchmakers, 40,
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SPORT AND ANECDOTE:

BY AN OLD FOGET.

DRIVEN TO SHELTER.

First-class cricket has been broken up, very considerably during the present month by rain—storms, and in following the game day by day, one constantly comes across the item which informs all and sundry that the players were driven to shelter. Mixing amongst the crowd, as I frequently do when watching cricket, I have been astonished over and over again to find how very unreasonable some people are concerning these stoppages and their duration. More frequently than not the complaining comes from the men of mature age, who testily protest against the finishing methods adopted by the modern player. When some of these grumblers appeal for my support to back up their statements as to what cricketers used to do in "our time," if worth the while I usually attempt to show that the game has altered in very many ways since Alfred Mynn and Julius Caesar were giants in the field. It seldom occurs to them that the umpires are masters of the situation entirely, and that the players themselves have no voice in the matter. Enough for the irreconcilables that the rain has passed over momentarily; play, in their opinion, should recommence on the instant, regardless of the fact that neither batsmen nor bowlers would be able to get a foothold. It vexes me to note the demonstrations in front of the pavilion after rain, for I have seen enough of the game to enable me to say that as a general rule such clamour is thoughtless in the extreme. But it is when the players are driven to shelter, or during the luncheon interval, that one rubs shoulders with old comrades and gossips on the topics of the day. There has been plenty to talk about during the last few weeks, and having just left one of the big games I find additional pleasure in sitting in shirt sleeves in the cool of the evening, allowing the mind to wander fancy free from Lord's to Old Trafford, from Trent Bridge to Brighton, and to make pictures of mighty hits and dashing bits of fielding from the blue tobacco smoke gumbolling gently into nothingness.

EVENTIDE REFLECTIONS.

To loiter idly in the shade and watch the sun gradually grow redder and bigger, and see the gold and purples and rose pinks in the western sky, to puff the pipe of peace and ramble on the day's doings is all pleasant and soothing enough in these mid-summer evenings; but directly one comes to jot down one's thoughts two or three subjects at once jostle for precedence. It has been a glorious, radiant July day, with scarce a breath of air to wait the third sound of the newly-mown hayfields; only a little distance away from where we have watched them playing cricket, the larks and linnets have been filling the air with sweet sounds, the swallows have been skimming and squealing over their high-pitched soars in very ecstasy, and then, when the fierce heat of the sun has grown less intense, and the shadows have lengthened across the closely-cropped turf, the players have welcomed the close of the mimic strife, and one and all enjoy the quiet repose following the day's duties. And of what have we gossiped? Of the death of rare Richard Daff—of the marvellously fine victory of Players over Gentlemen—of the stern struggle between Lancashire and Yorkshire—of W. G. Grace's absence from the Lord's festival—of Ranjitsinhji, of Foster, of Fry, of Bosanquet—of what? Let it at once be said that from each and everyone came a genuine expression of regard for the memory of one of the greatest of modern players. He was only human, and being so he had his foibles, but as a man and a cricketer "Dickie" Daff was admired by every one who could recall his consummate skill and elegance with the bat. Personally, I have to regret that I can recall little or nothing of his cricket. During the late 'sixties and early 'seventies I had not the enthusiasm for the game that came later in life—my opportunities for seeing the All England matches were by no means frequent—and somehow or another the Notts eleven have never come my way very much, but I have heard much and read much of his play. Now and again I used to drop across the sturdily, well set up veteran at athletic festivals when his son was adding fame to the name as a champion hurdle-racer. (Would that we had a few C. E. Duffs, Frank Clowers, and C. W. Gowerthorpes now!) Then came a brief period of umpiring in first-class cricket, then retirement from the game altogether, and now all that remains of Daff lies in the quiet little churchyard at Radcliffe-on-Trent, the village that gave him birth in 1835. There is nothing I can add to what has been already so well said by other writers. That he played a big part in cricket at a time when the game had not the followers it has to-day, is undeniable, and in adding my humble tribute I can only express the hope that the daisied turf will rest lightly upon the grave of so famous a cricketer.

THE "DEATH ON GLORY" BOYS.

At the first opportunity I should like to return to one or two of the wonderful cricket records which have attracted public attention of late, but (these topics must wait awhile, for I am anxious to tell of a most interesting volume I have just been perusing, the title of which forms the headline to this paragraph. No need in these times to tell of the prowess of the justly-renowned 17th Lancers, but those who would learn a very great deal that is interesting and instructive cannot do better than read the pages of D. H. Parry's book, published by Cassell and Co. The name of the regiment, but it is known as the 17th Light Dragoons, that the following thrilling and fatal experiences closed a brave career—"Cornwallis, unable to help Rawdon afterwards the Marquis of

Hastings, of India fame, sent messengers to warn him that he must not rely on his support. All the messengers were cut off, but one—Corporal Dennis O'Lavery, of the 17th Light Dragoons—got his despatch through in a manner that would have earned for him the Victoria Cross had he lived in our day. Chosen for his known courage and experience, he accompanied the despatch rider, and before they had gone far they were attacked and dangerously wounded. The messenger died on the road, but O'Lavery took the despatch, all bleeding as he was, and continued to gallop on, growing weaker and weaker as he went, until at last he reeled in his saddle and fell. The country was full of the enemy's troops, the paper he carried was of great importance, and crawling—heaven only knows how far—he crept into a deserted house to sink exhausted, with one hand on his sabre hilt. They soon found him, ransacked his clothes in vain for the document, and then left him to his fate. All through that night he lay in agony and alone, expecting every moment to be tracked to his hiding place and further maltreated, seeing the light fade slowly out of the west, and tolling of the long, dark hours only by the ever-weakening throb of his own gallant heart. At last dawn came, and with it some women belonging to our army. He was too far gone to speak to them, but he had just strength enough left to point to the gash in his groin that had drained his life blood, and with that gesture Dennis O'Lavery went to meet his God. And then they saw that something more than a dead corporal of Light Dragoons lay on the floor at their feet, in his frayed and faded scarlet, with the silver rank-mark on his tattered cuff—for in his anxiety to save his despatch he had rammed it deep into the wound, lacerating the quivering flesh and rendering his hurt mortal! Such was the verdict of the surgeons, and Rawdon is said to have erected a monument in the hero's native county, Down—but according to Lindsay, in a Dublin chapel."

A POPULAR CHAPLAIN.

Not to make my letter too mournful, let me introduce an interesting anecdote preserved by the author of this stirring volume. While on the subject of church parades, it may be worth while to recall a good story which went out with the draft from Canterbury of a well-known chaplain of the Established Church, who used to minister to the spiritual needs of the men at the depot very much after the fashion of the late Rev. Joshua Brooks, whose strange vagaries are still remembered in the north. This particular chaplain had a peculiar knack of interlarding the services with a running commentary on the behaviour of his martial congregation, and so well did his remarks fit in with the "authorised version" that it was often difficult to tell which was one, and which was "other." There was no "dearly beloved brethren" for him; he always began with "Soldiers!" in a voice of thunder. "Soldiers!" he would commence. "The Scripture saith in sundry places—'wake that 17th Lancer up, provost-sergeant, will you?' Or again, 'I heard a voice from heaven saying—'7th Dragoon Guards, don't make such a noise with those scabbards!' There was no intentional irreverence in it, for the old fellow was quite serious, and it certainly had the effect of increasing his flock, as many a man paraded with the Church of England party on purpose to hear him."

OLD COMRADES.

How splendidly the officers and men of this glorious regiment have been kept together by the institution of an "Old Comrades" meeting will be gleaned from what follows; but there is a melancholy side—as I suppose there must always be—to the magnificent story of brave deeds nobly accomplished. The following should be of especial interest just now, and in quoting so freely I have to offer full and frank acknowledgment to Mr. Parry, the author: At the third meeting the squadron of "Death or Glory Boys" mustered 80 strong, four Balachava heroes among them; and the fourth dinner, to which 97 sat down, was marked by an incident which had a ring of genuine pathos in it. An American gentleman—Mr. R. H. Wyeth—was present as a guest, and he told them a story which carries the mind back to a glorious period in the regiment's history, and touches on the seamy side of soldiering. Years before, when a journalist in Philadelphia, he saw two British medals in the window of a pawnbroker, and, going in, inquired their origin. On the yellow and blue ribbon of one of them were the Alma, Balachava, and Sebastopol clasps, telling of the "death ride" and the horrible Crimean winter; dangling to the red and white of the other hung the silver garter of Mutiny days, and both had belonged to Sergeant James O'Gorman, of the 17th Lancers. The pawnbroker informed him how O'Gorman, falling on evil times, had been reduced to the dread necessity of pawning his hard-earned medals, and how for seven years in succession he had paid the interest, unable to redeem them, yet hoping against hope. And then there came a day when the gallant old fellow presented himself no more! Whether to the pinch of poverty there was added the pang of knowing that the medals had passed beyond his reach, or whether he had died in the meantime, is not known; only that he did die, somewhere in Philadelphia, where the 17th had lain under Howe in the old, old days

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of battle! Mr. Wyeth bought the medals, and for years they remained in his possession, until, hearing by chance, when staying at Leamington in Warwickshire, of the "Old Comrades" meeting he wrote a letter to the secretary, offering the trophies to them. I have his correspondence before me, and its tenor does him honour. It would have astonished the scarlet-coated Light Dragoons of American war time, and have made Dennis O'Lavery open his eyes! At the fourth annual dinner, in 1898, this worthy American citizen presented the medals to O'Gorman's comrades amid tremendous applause, and received as a memento the silver motto worn for many years on the lance cap of Sergeant-Major Paul. I am tempted to reproduce here some words he subsequently wrote to the sergeant-major on the eve of his departure. "The simple dedication," he says, "will be placed under glass at the back of the frame, which will be of English oak, and you may rest assured that should anything happen to me your wishes as to the motto will be respected. I go to the United States able to tell my countrymen, when and where I can, that a crazy king and a corrupt ministry could not sever utterly the hearts of a people the same in thoughts, language, and religion."

INTERNATIONAL PICNICS.

Glancing through a summary of the events looked at the International Games in Paris, I was particularly struck with the victory of Orton, one of the American team, over Robinson in the steeplechase. Now, I am not going to be so ungenerous as to withhold one jot of the praise to which the winner is entitled; he is endowed with a good deal of pluck, or he would not have turned out after the severe beatings he received both last year at Wolverhampton and again at Stamford Bridge the other day. Two or three years ago, I forget exactly the year, Orton came over to England at a time when we had a beggarly array of talent to put in the field and he won the two miles steeplechase championship very nicely. Last year Robinson did not turn out for this event, although everyone knew that he is a distance runner of exceptional ability. I remember Orton running, however, and was astonished at the poor show he made. Stokes, a member of the famous Birchfield Harriers club, winning with the greatest ease. Coming to the scratch once more this year at Stamford Bridge, he was beaten out of sight by S. J. Robinson long before the end of the race was in view, and failed to get placed. Owing to the bad behaviour of the crowd in breaking on the enclosure soon after the race started, it was not easy to follow the running of the different competitors at the start, but I was able to make out that Orton was out of it before a mile had been traversed. Following up this decisive defeat in London, we find Orton romping away from Robinson in Paris a week afterwards, and it was such in-an-out form as this, and on or two other details which prompted the notion that the visit to the French capital was regarded more in the light of a picnic or outing by some of our representatives rather than as a serious undertaking in which the prestige of the country was at stake. It would not be easy for anyone to convince me that both being fit and well, the American would beat the Northampton runner over any distance in a steeplechase. The latter may not be the cleverest fencer we have had of late years, but I should always regard him as Orton's superior.

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SWATOW, AMOY & TAMSUI	KANSU	Brit str.	—	T. Ogata	MIYOSHI BUSSAN KAISHA	On 2nd Sept., at Daylight.
SWATOW, AMOY & TAIWANFOO	HAICHING	Jap. str.	—	S. Atsuni	MIYOSHI BUSSAN KAISHA	Today, at 5 P.M.
MANILA	MAIDZURU MARU	Jap. str.	—	Ido	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
MANILA	ANPUNG MARU	Brit str.	—	A. Ramsay	SHEWAN, TOMES & CO.	On 20th Sept., at Noon.
MANILA	YUENSANG	Brit str.	—	Nelson	BUTTERFIELD & SWIRE	On 2nd Sept., at Daylight.
MANILA, JEBU & ILOILO	TAIYUAN	Brit str.	—	Panfector	BUTTERFIELD & SWIRE	On 1st Sept., at Noon.
SINGAPORE, PENANG & CALCUTTA	KAIRONG	Brit str.	—	Davies	JARDINE, MATHESON & CO.	
	CHELYDRA	Brit str.	—			

SHIPPING.

ARRIVALS.
 Aug. 28, Azov, Austrian str., 988, Randsch, Mei 21st Aug., Coal—SANDER, WIELER & Co.
 Aug. 28, HAICHING, British str., 1,267, Hall, Fochow 24th Aug., Amoy 26th and Swatow 28th, General—DOUGLAS LAFFRAK & Co.
 Aug. 29, CHI YUEN, American str., 1,177, Wm. Janison, Canton 28th August, General—CHINESE.
 Aug. 29, SALAZAR, French str., 2,676, Nègre, Marseilles and Saigon 26th August, Mails and General—MESSAGERIES MARITIMES.
 Aug. 29, BENLUTHA, British str., 1,320, T. Sleeman, Swatow 28th August, General—CHINESE.
 Aug. 29, FORMOSA, British transport, 2,611, A. G. Cubitt, Bombay 12th August.
 Aug. 29, YUENSANG, British str., 1,128, P. H. Rolfe, Manila 26th August, General—JARDINE, MATHESON & CO.
 Aug. 29, MATIANA, British transport, 3,412, W. B. Smith, Taku 25th August.

CLEARANCES.

At the Harbour Master's Office.
 29th August.
 Braemar, British str., for Portland.
 Clara, German str., for Haiphong.
 Progress, German str., for Toulon.
 Loongang, British str., for Manila.
 Hongkong, French str., for Hoihow.

DEPARTURES.

Aug. 29, IRIS, American collier, for Manila.
 Aug. 29, ASPERN, Austrian cruiser, for Shanghai.
 Aug. 29, K. ELIZABETH, Austrian cruiser, for Shanghai.
 Aug. 29, EMPRESS OF INDIA, British str., for Vancouver.
 Aug. 29, HANOI, French str., for Hoihow.
 Aug. 29, NANCHANG, British str., for Sourabaya.
 Aug. 29, BENLUTHA, British str., for Canton.
 Aug. 29, KWANGLEE, British str., for Shanghai.
 Aug. 29, EBANG, British str., for Shanghai.
 Aug. 29, TIGER, German collier, for Shanghai.
 Aug. 29, WINGANG, British str., for Canton.
 Aug. 29, SALAZAR, French str., for Shanghai.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Chowlat.
 KOWLOON DOCKS.—U.S.S. Monterey, Argus, Hailong, Thales, H.I.G.M.S. Hertha, Kaifong, Cosmopolitan Dock.—Nanshan, Stanfield.

SHIPPING REPORTS.

The British steamer Yuensang, from Manila 28th August, had strong to moderate S.W. and W. winds, rough sea and continuous rain.
 The British steamer Benlutha, from Swatow 28th August, had N.E. wind with cloudy weather. About 11 a.m. wind shifted to N.W. and from N.W. to W., fresh breeze, with continuous rain to port.
 The British steamer Haiching, from Fochow 24th August, Amoy 26th and Swatow 28th, had variable winds with easterly swell throughout; rain at times. Steamers in Amoy—Pansui, Chihli, Wenchow, Fochow and Pehow. In Swatow—Chowshan, Choyang and Hoihow.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."
 Captain Rolfe, will be despatched as above TO-DAY, the 30th inst., at 5 P.M.
 This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 Agents.
 Hongkong, 27th August, 1900. [2290]

FOR NAGASAKI, KOBÉ AND YOKOHAMA.

THE Company's Steamship

"RADNORSHIRE."
 Hadley, Commander, will be despatched for the above port on or about FRIDAY, the 31st August.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 Agents.
 Hongkong, 25th August, 1900. [2274]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAVELLI."
 Captain W. E. Craven, will be despatched for the above ports on SUNDAY, the 2nd September, at DAYLIGHT.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 Agents.
 Hongkong, 20th July, 1900. [2206]

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE."
 Captain A. Ramsay, will be despatched as above TO-MORROW, the 31st inst., at 4 P.M.
 The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
 A doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 24th August, 1900. [2247]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE"
 will be despatched for the above port on or about the 31st instant, and will be followed by the Steamship

"AFRIDI"
 on or about the 8th September, and the Steamship

"MARIA DE LARRINAGA."
 For Freight, apply to
 DODWELL & CO., Ld.,
 Agents.
 Hongkong, 27th August, 1900. [2054]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA."
 Captain Davies, will be despatched as above on SATURDAY, the 1st September, at Noon.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 25th August, 1900. [2277]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN."
 Captain C. D. Bennett, R.N.R., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 1st September, 1900, at Noon, taking passengers and cargo for the above ports.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c, will be conveyed via Bombay with transhipment.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to
 A. M. MARSHALL,
 Acting Superintendent.
 Hongkong, 26th August, 1900. [1]

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND COPENHAGEN WITH OPTION VIA BANGKOK.

THE Company's Steamship

"ANNAM."
 will be ready to load as above on SATURDAY, the 1st September.
 For Freight or Passage, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 29th August, 1900. [2304]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU."
 Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 2nd September, at DAYLIGHT.
 For Freight or Passage, apply to
 THE MIYOSHI BUSSAN KAISHA,
 Agents.
 Hongkong, 27th August, 1900. [15]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)

"EMPEROR OF JAPAN" Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 26th Sept, 1900
 "EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct, 1900
 "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov, 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent of the PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c, apply to
 D. E. BROWN, General Agent,
 Pedder Street.

Hongkong, 30th August, 1900. [9]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SANUKI MARU } NAGASAKI, KOBÉ and YOKO } SUNDAY, 2nd Sept, at
 W. Townsend } HAMA } 4 P.M.

SADO MARU } MARSEILLES, LONDON, and } FRIDAY, 7th Sept, at
 W. Thompson } ANTWERP, VIA SINGAPORE, } DAYLIGHT
 PENANG, COLOMBO & PORT SAID

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c, apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
 Manager. [12]

Hongkong, 30th August, 1900.

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

* SIBIRIA } HAYRE & HAMBURG } About 21st } Freight and
 Cap. Braun } (London with transshipment in Hamburg) } Sept. } Passage.
 * SAXONIA } HAYRE & HAMBURG } About 30th } Freight.
 Cap. Jager } (London with transshipment in Hamburg) } Sept. } Freight.
 * SERBIA } HAYRE & HAMBURG } About 12th } Freight.
 Cap. Sachs } (London with transshipment in Hamburg) } Oct. } Freight and
 * KONIGSBERG } HAYRE & HAMBURG } About 20th } Passage.
 Cap. Schuder } (London with transshipment in Hamburg) } Oct. } Freight.
 * BAMBERG } HAYRE & HAMBURG } About 31st } Freight.
 Cap. Jacobs } (London with transshipment in Hamburg) } Oct. } Freight.

These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c, apply to
 CARLOWITZ & CO.,
 AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 21st August, 1900. [13]

VESSELS ON THE BERTH

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	3,337	S. Traubridge	Sept. 8	ARGYLL	2,907	W. S. Thomson	Sept. 20
DUKE OF FIFE	3,821	J. S. Cox	Sept. 11	MONA SHIRE	2,872	J. Kennedy	Oct. 20
GLENOCLE	3,750	W. Frakes	Sept. 15				
QUEEN ADELAIDE	2,832	F. McNair	Sept. 20				

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 247.
 Excellent accommodation. First class Table, Doctor and Stewards carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, 441.
 The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE Mountains. The YELLOWSTONE NATIONAL PARK route HONGKONG to VICTORIA, TACOMA, or PORTLAND, 428.

The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYE and ST. MICHAEL.

Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.
 Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.
 For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,
 General Agents.

Hongkong, 16th August, 1900. [10]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI { CLYDE } About 31st } Freight or Passage.
 { E. Street } August }

LONDON &c. { CHUSAN } Noon, 1st } See Special Advertisement.
 { C. T. Denny, R.N.R. } Sept. }

YOKOHAMA VIA NA- { ROHILLA } About 1st } (Passing through the Inland
 GASAKI & KOBÉ { C. H. S. Tocco, R.N.R. } Sept. } Sea.) Freight or Passage.

LONDON { JAVA } About 6th } Freight or Passage.
 { G. W. Gordon, R.N.R. } September }

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 18th August, 1900. [1]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

PRINZ HEINRICH THURSDAY 6th September.

PREUSSEN THURSDAY 20th September.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 3rd October.

SACHSEN WEDNESDAY 17th October.

VESSELS ON THE BERTH
CHINA NAVIGATION COMPANY,
LIMITED.FOR MANILA, CEBU AND ILOILO.
THE Company's Steamship

"KATFONG,"
Captain Pennel, will be despatched on
SUNDAY, the 2nd September, at DAYLIGHT.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th August, 1900. [2236]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (via SUEZ CANAL).
THE Company's Steamship

"PROMETHEUS,"
Captain Day, will be despatched as above on
TUESDAY, the 4th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th July, 1900. [2089]

THE OSAKA SHOSHIN KAISHA,
LIMITED.FOR SWATOW, AMOY, AND
TAIWANFOO.

THE Company's Steamship

"ANPING MAU,"
Captain S. Atsumi, will be despatched for the
above ports on WEDNESDAY, the 5th Sept.,
at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
Agents.
Hongkong, 28th August, 1900. [1443]

NORDEUTSCHER LLOYD

REGULAR SERVICE
FOR GERMAN COLONIAL AND
AUSTRALIAN PORTS

Calling at SAIPAN, P. N. A. F. FRIEDRICH-
WILHELMSHAFEN, FUSCHBAFEN, HERR-
BERTS-HOF, TONNENBURG, ROCKHAMPTON,
BRISBANE and SYDNEY.

On WEDNESDAY,
the 5th September, 1900, at Noon,
THE Steamship

"MUNCHEN,"
(4,536 Reg. Tonnage),
Captain Krels, with Mails, Passengers, Specie
and Cargo, will leave this Port as above.

The steamer has splendid accommodation and
carries a Doctor and Stewardesses.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 19th July, 1900. [2018]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at Port Darwin and QUEENSLAND
Ports, and taking through Cargo to AD-
LAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"AIRLIE,"
Captain St. John George, will be despatched for
the above ports on THURSDAY, the 6th
prox., at 4 P.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 17th August, 1900. [2235]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT
(TAKING CARGO AT LONDON RATES).

THE Company's Steamship

"HECTOR,"
Captain Barr, will be despatched as above on
THURSDAY, the 20th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th August, 1900. [2203]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

"BERGENHUS," 3,600 Tons, on 25th Sept.
The Steamship "BERGENHUS" will
be despatched for SAN DIEGO and
SAN FRANCISCO, VIA SHANGHAI
MOJI, KOBE, YOKOHAMA and HONO-
LULU, on TUESDAY, the 25th September.

Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to points beyond San Francisco, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th August, 1900. [14]

VESSELS ON THE BERTH.
OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CORIC (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) SATURDAY, Sept. 1,
at Noon.

GAELIC (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) THURSDAY, Sept. 27,
at Noon.

DOBIC (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) TUESDAY, Oct. 23,
at Noon.

THE Company's Steamship "COPTIC"
will be despatched for SAN FRANCISCO,
CISCO, VIA SHANGHAI, NAGASAKI,
KOBE, INLAND SEA, YOKOHAMA,
and HONOLULU on SATURDAY, the 1st
September, 1900, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN and call at HONO-
LULU and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers and to the principal cities of
the United States or Canada. Rates and partic-
ulars of the various Routes may be obtained
upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embarking
at San Francisco for China or Japan (or
vice versa) within one year, will be allowed dis-
count of 10 per cent. This allowance does not
apply to through fares from China and Japan to
Europe.

All Parcel Packages should be marked to
address in full, and same will be received at the
Company's Office until FIVE P.M. the day pre-
vious to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage apply to the Agency of "The Company,"
Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 7th August, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via
Amoy, Shanghai, Na-
gasaki, Kobe, Inland
Sea, Yokohama, and
Honolulu) WEDNESDAY, Sept.
12, 1900, at DAY-
LIGHT.

HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) SATURDAY, Oct. 6,
1900, at Noon.

NIPOON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) TUESDAY, Oct. 30,
1900, at Noon.

THE Twin-Screw Steamship
"AMERICA MARU"
will be despatched for SAN FRANCISCO
VIA AMOY, SHANGHAI, NAGASAKI,
KOBE, INLAND SEA, YOKOHAMA, and
HONOLULU on WEDNESDAY, the 12th
Sept., 1900, at DAYLIGHT, taking Freight and
Passengers for Japan, the United States, and
Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have, between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 29th August, 1900. [5]

VESSELS ON THE BERTH
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MASSILLAS, MEDITERRANEAN
AND BLACK SEA PORTS.LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND DRIVERPLATE.

ON MONDAY, the 10th September, 1900,

at 1 P.M., the Company's Steamship
"YARRA," Captain Schmitt, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via Bombay.

This Steamer connects at COLOMBO with
the s.s. *Ville de la Ciotat*, which vessel takes on
her Passengers and Mails, leaving that port on
the 22nd September direct to Suez, Port Said
and Marseilles.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 9th
Sept. (Parcels are not to be sent on board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 28th August, 1900. [2]

SHEWAN, TOMES & CO'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship

"GLENESK"
will be despatched for the above port on or
about 15th September, 1900.

To be followed by Steamship
"ANAPA,"
about 15th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 20th August, 1900. [2223]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS,"
Captain Barwise, will be despatched as above
on TUESDAY, the 13th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th August, 1900. [2099]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via
Sui, Nagasaki, Kobe,
Inland Sea, Yokohama,
and Honolulu) TUESDAY, Sept. 18,
at Noon.

CHINA (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu) SATURDAY, Oct. 13,
at Noon.

CITY OF RIO DE JANEIRO
(via Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) THURSDAY, Nov. 8,
at Noon.

THE Company's Steamship "CITY OF
PEKING" will be despatched for SAN
FRANCISCO, VIA SHANGHAI, NAGA-
SAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU, on TUESDAY,
the 18th September, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have, between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.

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Missionaries, members of the Naval, Military,
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Government officials and their families.

Through Bills of Lading issued for trans-
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address in full; value of same is required.

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United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 29th August, 1900. [3]

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ALCINOUS,"
Captain Pulford, will be despatched as above on
TUESDAY, the 2nd October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th August, 1900. [2278]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STRAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE POINTS every fortnight.

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan,
Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour—

J. P. HITCHCOCK, Amr. ship, Gates—Siem-
sen & Co.
NORWOOD, British ship, Thos. Roy—Order.
PETER RICKMERS, German ship, Scholer—
Jensen & Co.
PRESIDENT, British bark, W. B. Munro—
Siemsen & Co.

HONGKONG
STEAMERS.

Azov, Austrian steamer, 988, Randesh, Aug. 28.
Sander, Wier & Co.
Bremar, British str., 2,316, Watt, Aug. 22.
Doddwell & Co., Limited.
Chelyard, British str., 1,557, Davies, Aug. 24.
Yardine, Matheson & Co.
Chiyon, Amr. str., 1,177, Jamieson, Aug. 22.
Chowat, British str., 1,115, Morris, Aug. 24.
Butterfield & Swire.
Crown, German steamer, 675, Hansen, Aug. 27.
Jensen & Co.
Crown of Arragon, Brit. str., 1,474, Dorward,
Aug. 12, Gilman & Co.
Else, German steamer, 900, Petersen, Aug. 28.
Jensen & Co.
Haiching, British str., 1,267, Hall, Aug. 28.
Douglas Lapraik & Co.
Hailong, British str., 783, Bathurst, Aug. 13.
Admiralty.

Hating, French steamer, 750, Bast, Aug. 20.
A. R. Marty.
Holsen, German str., 985, Ipland, Aug. 22.
Jensen & Co.
Hengkong, French str., 862, Pannier, Aug. 27.
A. R. Marty.
Indravelli, British str., 1,152, Craven, Aug. 25.
Jardine, Matheson & Co.
Kaitong, British str., 1,024, Pennesfather, Aug.
26, Butterfield & Swire.
Kalgan, British str., 1,158, Laver, Aug. 27.
Butterfield & Swire.
Keongwai, German str., 1,115, Groves, Aug. 27.
Butterfield & Swire.
Kong Bong, German str., 862, Fuchs, Aug. 27.
Butterfield & Swire.
Kutang, British str., 1,405, Bradley, Aug. 22.
Jardine, Matheson & Co.
Liv, Norwegian str., 1,979, Rasmussen, Aug. 27.
Mitsui Bussan Kaisha.
Lokang, British str., 939, Leask, Aug. 28.
Jardine, Matheson & Co.
Loongang, British str., 1,080, Weigall, Aug. 26.
Jardine, Matheson & Co.
Macedonia, British str., 1,045, Martin, Aug. 23.
Jardine, Matheson & Co.
Mausang, British str., 1,644, Cox, Aug. 28.
Jardine, Matheson & Co.
Munche, German steamer, H. Krebs, Aug. 26.
Melchers & Co.
Progress, German str., 687, Brandt, Aug. 25.
Chinese.
Queen Adelaide, British str., 1,835, McNair,
Aug. 28, Doddwell & Co., Limited.
Sandakan, German str., 2,111, Mulle, Aug. 27.
Melchers & Co.
Siam, British steamer, 992, Holten, Aug. 23.
Bradley & Co.
Thales, British str., 820, Passmore, Aug. 25.
Douglas-Lapraik & Co.
Yuenang, British str., 1,123, Rolfe, Aug. 29.
Jardine, Matheson & Co.

SAILING VESSELS.
Bittern, British str., 329, Askia, Aug. 28.
Siemsen & Co.
Mannell Llaguno, Amr. ship, 1,650, Small, Aug.
6, Standard Oil Co.
Norwood, British ship, 1,593, Roy, July 31.
Order.
Peter Rickmers, Ger. ship, 2,751, Scholer,
Aug. 11, Standard Oil Co.
President, British bark, 750, Munro, Aug. 24.
Siemsen & Co.
Suchem, Amr. bark, 1,267, Nickles, July 13.
Standard Oil Co.
Saracac, Amr. bark, 858, Bartaly, Aug. 15.
Standard Oil Co.
Sierra Estrella, British ship, 1,397, Farmer,
July 8, Doddwell & Co., Limited.
Stanfield, British bark, 562, Wilson, June 22.
Order.
Tam O'Shanter, Amr. ship, 1,432, Ballard, May
16, Standard Oil Co.
Westgate, British ship, 1,835, Neville, Aug. 9.
Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alacrity, dispatch-boat, 2,000 h.p., Comdr. G.
G. F. M. Crockett, at Shanghai.
Algerine, sloop, 6 guns, 1,109 h.p., Comdr. E.
H. Johnston Stewart, at Taku.
Argonaut, British battleship, 11,000, Capt. G.
H. Cherry, R.N., at Hongkong.
Aurora, cruiser, 12 guns, 8,500 h.p., Capt. E.
H. Bayly, at Newchwang.
Barfleur, battle-ship, 14 guns, 9,000 h.p., Capt.
G. L. S. Warrender, at Taku.
Bonaventure, cruiser, 10 guns, 7,000 h.p., Capt.
J. C. Sawle, at Shanghai.
Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B.
R. S. Wrey, Bart., at Singapore.
Britonmar, gunboat, Capt. Philip Walter, at
Hongkong.
Centurion, flag-ship, 14 guns, 9,000 h.p., Capt.
J. R. Jellicoe, at Shanghai.
Daphne, sloop, 3 guns, 1,400 h.p., Comdr. C.
Dido, Westinghouse, at Shanghai.
Dido, Westinghouse, 2nd class, Capt. P. F. Tiltard, at
Wohaiwei.
Endymion, cruiser, 12 guns, 10,000 h.p., Capt.
G. A. Callaghan, at Taku.
Esk, gun-boat, 3 guns, 200 h.p., Lieut. and
Comdr. C. Chadwick, at Shanghai.
Fame, torpedo-boat destroyer, 6 guns, 5,700
h.p., Lieut. and Comdr. Roger Keyes, Peiho
River.
Firebrand, gun-boat, 4 guns, 360 h.p., in reserve,
at Hongkong.
Goliah, battle-ship, 16 guns, 12,950 tons,
13,500 h.p., Capt. Lewis E. Wintz, at

Shanghai.
Huntley, torpedo-boat destroyer, 6 guns, 4,000
h.p., in reserve, at Hongkong.
Hart, torpedo-boat destroyer, 6 guns, 4,000 h.p.,
in reserve, at Shanghai.
Hermione, cruiser, 10 guns, 7,000 h.p., Capt.
R. S. D. Cumming, Nanking.
Humber, storeship, Comdr. H. J. Davison, at
Hongkong.
Isis, cruiser, 2nd class, Capt. G. M. Henderson,
at Amoy.
Janus, torpedo-boat destroyer, Lieut. and Comdr.
R. G. Corbett, left England.
Lionel, gun-vessel, 2 guns, 870 h.p., Comdr.
Wm. W. Smythe, at Kikwang.
Lizard, gunboat, Lieut. John C. Watson, at
Shanghai.
Marston, cruiser, Capt. John G. M. Field, at
Shanghai.
Mowat, cruiser, Capt. P. W. Freeman, at
Swatow.
Ohaland, cruiser, 12 guns, 8,500 h.p., Capt. J.
H. T. Burke, at Taku.
Otter, torpedo-boat destroyer, Lieut. and Comdr.
H. D. Wilkin, D.S.O., at Hongkong.
Peacock, gun-boat, 6 guns, 720 h.p., Lieut.
Commander C. P. E. Coode, at Weihaiwei.
Phoenix, sloop, 6 guns, 1,109 h.p., Comdr. R. G.
Fraser, at Taku.
Pigmy, gun-boat, 6 guns, 720 h.p., Lieut.-Com.
J. F. E. Green, at Wosung.
Pique, cruiser, 8 guns, 3,900 tons, 7,000 h.p.,
Natl. Dt. 9,000 F.D., Capt. H. C. Reynolds,
at Hankow.
Plover, gun-boat, 6 guns, 720 h.p., Lieut.
Comdr. Cooper, at North.
Raddole, gun-boat, 6 guns, 720 h.p., Lieut.
Comdr. Charles F. Corbett, at Canton.
Robin, river gun-boat, Lieut.-Comdr. Godfrey.
G. Webster, West River.
Rosario, sloop, 6 guns, 980 tons, 1,400 h.p.,
Comdr. A. W. Hamilton, at Shanghai.
Sandpiper, river gun-boat, 2 guns, Lieut.-Com.
Carr, West River.
Saipe, river gun-boat, 2 guns, 240 h.p., Lieut.
Comdr. Oldham, at Wuhu.
Swift, gun-vessel, 2 guns, 870 h.p., in reserve
at Hongkong.
Tamar, receiving ship, Comandore Francis
Powell, C.B., at Hongkong.
Terrible, 1st class cruiser, Capt. Percy M. Scott,
C.B., at Weihaiwei.
Tweed, gun-boat 3 guns, 200 h.p., in Reserve,
at Hongkong.
Undaunted, armoured cruiser, 12 guns, 1,500
h.p., Capt. A. C. Clarke, at Shanghai.
Wallaroo, cruiser, Capt. Nora, at Shanghai.
Waterwitch, surveying ship, 450 i.h.p., Lieut.
Comdr. W. O. Lyne, at Shanghai.
Whiting, torpedo-boat destroyer, 6 guns, 5,900
h.p., Lieut. and Comdr. Mackenzie, North

